Grand street ferry from West Twenty-third street cars.

14. Fourteenth street and Seventh avenue—From Christopher and Twenty-third street line, south and east on Trenth street line. Fourteenth street and Union square line with Christopher and Tenth street line—White line to Christopher and Twenty-third street.

15. Avenue C and Tenth street—To and from Avenue C and Tenth street ferry cars.

16. Ninth street and St. Mark's place and Second avenue—Christopher and Tenth street line, to and fro, with Second avenue line.

17. Second avenue and Seventeenth and Eighteenth streets—Christopher and Twenty-third Street Ferry line, to and fro, with Second avenue line.

Eighteenth streets—Christopher and Iwentythird Street Ferry line, to and fro, with Second
avenue line.

18. Second avenue and Forty-second street—
North or south on Second avenue from Fortysecond street line; east or west on Forty-second
street or Boulevard lines to Thirty-fourth street
Ferry or Fort Lee Ferry and Tenth avenue line.
Second avenue and 86th street—To and from
Second avenue line and Astoria Ferry line.
Second avenue and 110th street from First
avenue to Fort Lee Ferry.

19. Seventh avenue and 110th street from First
avenue to Fort Lee Ferry.

20. Seventh avenue and Forty-second street—
Tenth avenue line (Thirty-fourth street to 125th
street ferry) with Forty-second Street Ferry
and Boulevard lines.

20. Bowery and Canal street—To and from
Third avenue cars and Grand street line.

21. Bowery and Grand street—To and from
Third avenue cars and Grand street line.

Third avenue cars and 125th street Two and from
Third avenue cars and 125th street Two and from
Third avenue cars and 125th street and Tenth
avenue line.

Third avenue cars and 125th street and Tenth avenue line.

22. 521 Grand street—Avenue D line to Grand street line; Avenue D line to Grand and Courtlandt street ferry line.

23. Fourth avenue and Fourteenth street—To and from Fourth avenue cars and Fourteenth street and Union square line; from white-car line to Fourth avenue line, north or south.

24. Fourth avenue and Thirty-second street—To and from Fourth avenue line and Thirty-fourth Street Ferry line.

Madison avenue and Eighty-sixth street—To and from 86th street branch to Eighth avenue.

25. Ninth avenue line east or west on green line cars to Grand street ferries—north on Ninth avenue line.

26. Grand and Essex streets—South from Grand street cars.

20. Grand and Essel streets—South from Grand street cars. 27. Grand and Clinton street—North from Grand street line. Third avenue and 138th street with 138th street line to 135th street and Eighth avenue—To Fordham, Port Morris, Boston avenue, and Westchester lines.

THE PIANO'S FLEETING TONE.

Tone for Longer Than Six Months.

"This instrument," said the plane dealer, as he ran his fingers lightly over the keys, " is uneven in tone. It is somewhat worn. You ask \$300, but I cannot give you more than \$150."
"An abourd offer!" exclaimed the owner of the instrument indignantly. "That plane is not yet a year old, and it cost me \$400 when new. As regards its tone, it is better to-day than it was when I bought it."

"There is where you are wrong," responded the dealer. "Why, there is not a piano made that holds it tone for longer than six months, if it has been used to any extent. Of course you, having heard this instrument every day, cannot detect any diffecence in its tone. As it has gradually deteriorated in quality your ear has gradnally deteriorated with it. All musicians know that the ear can be educated down as well as up. An artist, or a competent plane salesman for that matter, could tell immediately that your plane was the worse for wear—a trifle worn."
"But I have a written guarantee that this in-

strument would last for five years, and do you mean to tell me that it is worn out already?" "To all intents and purposes it is as good as new, and will probably remain so as long as your guarantee holds good, and longer. But it has lost its original tone, nevertheless, although the change would be perceptible only to an educated ear. Planos are said to last a lifetime. and for ordinary uses good ones do, but for artistic purposes they last but five or six months,

and for ordinary uses good ones do, but for artistic purposes they last but five or six months, as I have said. No first-class planist would give a public recital on an old instrument, nor will an artist use an old niano even for practice. When Paderewski was in this country he used up a new plano in practice every month. He realized that even an ear as educated as his would lose its fine perception of tons if he accustomed it to the gradual changes that time and usage effect in a plano.

"The ear for tone is such a very delicate sense that it can be deteriorated without the knowledge of its possessor. Custom exerts a powerful influence in the matter. To employ a familiar linustration: You have observed that those in daily intercourse with the sick fail to mark any material change for weeks at a time. But the changes have taken place newwheless, and are plainly noticeable to outsiders.

"It is exactly so with planos. Those who play upon them every day fall to mark the gradual falling off in their tons that time effects. The deterioration has taken place in such imperceptible degrees that the ear has falled to distinguish it. Hence a plano five or six years old is as satisfactory to the ordinary player as it was when he first bought it and it was new.

"Planos are at beat but imperfect instruments," continued the dealer. The changes are worn down sooner than those in the upper and lower, because they are brought into play of tenor, and an unevenness of tone in the listrument results. Even the sounding board wears out in time. The constant vibrations of sound to which it is subjected cause a disintergration of particles in the wood of which it is made and it becomes percous, losing its reconant quality. So you see that when I offer you \$150 for your instrument I am making you a fair hid, especially when you take into consideration the fact that i shall have to sell it for \$200 or more to recompense me for my pains."

What the Potter County Woods Cover,

THE SUN, SUNDAY, SEPTEMBER

THE SUN, SUNDAY, SEPTEMBER

BY THE PLEBES,

"Street car refund," said an official of one of the roads," is indulged in so much for pleasure is seguing transfers not to enable a passenger to make up a continuous route that shall make a persons who would separate the greater part of every holday rolling around, it, and the next pleasure part of every holday rolling around, it, and the next pleasure part of every holday rolling around it, and the next pleasure part of every holday rolling around it, and the next pleasure part of every holday rolling around it, and the next pleasure part of every holday rolling around it, and the next pleasure part of every holday rolling around it, and the next pleasure part of every holday rolling around it, and the next pleasure part of every holday rolling around it, and the next pleasure part of every holday rolling around it, and the next pleasure part of every holday rolling around it, and the next pleasure part of every holday rolling around it, and the next pleasure part of every holday rolling around it, and the next pleasure part of every holday rolling around it, and the next pleasure part of every holday rolling around it is sensel. The part is sensel in books to the conductors and numbered. It is to be marked with the number of the cades corps at West Point, is, for a minuted the next pleasure part of every the part of every holday rolling around the part of the early the early of the morth and the hour within the number of the cades corps at West Point, it will have to be altered soon and free all many the part of the early the p

"I have been at West Point three days, and have attended all the drills and parades, and although I have not been able to find out why the cadet marching on sentry duty paused oc-casionally in his walk to shout: Turn out the guard-officer of the day!' and then after brief moment resumes his walk saying: 'Never mind the guard!' and where certain of the cadets go to who are marched off in squads of four or five just before afternoon drill commences, and lots of other things. I have been enormously entertained nevertheless.
"The cadets are in camp now, and although

camping generally means a good loafing time in easy flannels, it is not so at West Point. The chief difference between barrack and camp life is that the latter means less brain and more

physical work.
"Reveille sounds in the morning before most well-meaning and industrious people have had their last nap, and from that time on the cadets are hurrying from drill to target practice, dancing and rowing lessons, and back to drill again, and, except for one or two short hours in the

afternoon, are constantly under discipline.
"Camp life is drawing to a close with the last days of August, and, after their three months of active out-of-door life, it would be hard to find

the West Point cadets.
"About the first of Septem ber the cadets go into barracks, and from that time the life of the 'plebes' becomes easier. The 'plebes' are the youngsters who were admitted in June, and from the day they are put into their uniforms of gray shirt and trousers and placed in squads of five or six under the command of a yearling sergeant to be 'licked into shape,' their life is not all cakes and ale. They are drilled at intervals all day, and the young sergeant in charge, who looks superior by reason of his full uniform and soldierly carriage acquired during his year's

training, seems a veritable martinet. "To attain that soldierly carriage the plebes are required during their first three months' drill to walk with their chests forward and stomachs drawn in at an absurd angle, holding the hands palm forward, the little fingers touchstrained attitude makes them look like a lot of pouter pigeons, but its value is demonstrated when at the end of three months they are allowed to 'relax' and find that they cannot help a

straight and soldiery bearing.
"It is an unwritten law at West Point that during the first year's service the cadets shall address one another and be addressed by all with the prefix 'Mr.' to the name. After the first year they may be addressed familiarly as 'Brown' or 'Smith,' but before that time the rule is inexorable.

"While drilling his company of plebes the young sergeant does not spare his breath, and seems to have his eyes everywhere at once. He and was ordered about, and derives some of the sweet joy of revenge in exercising his authority over the newcomers. I have heard the yearling ergeants at drill shouting: 'Hold up your

THE PEOPLE OF THE OZARKS.

Religion to General, Whiskey Is Not Sold and Populism Is Unheard Of. YELLVILLE, Ark., Aug. 21.-Yellville is in the very heart of the Ozark Mountains and is the centre of a little world bordered on the north by Missouri and embracing the valleys of the White, Ruffalo, and Little Red Rivers, and the ranges between them. Here several generations have lived and died, undisturbed by the great

arteries of commerce or by the noisy hum of the

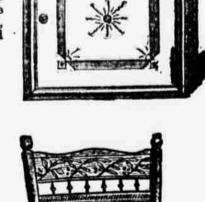
mill or factory. Scores of the people now living Marion county, who are must the are of 9

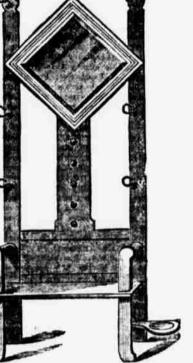
have never looked upon a train of cars. Yellville is the county seat of Marion county, and is reached by an old-fashioned stage coach, which runs from West Plains, Mo., the neares railroad station, seventy miles to the northward. This trip is over a rough but very interesting mountain road, and the stage is drawn by four or six horses. It is the oldest town in northern Arkanses. It was in 1833 that the first cabin was built on the bank of Clear Creek, about twelve miles from its confluence with White River. A trackless wilderness, with few habitations, then extended over the region between the Osage River and Little Rock and the St

Francis River and the Cherokee Nation. The old Kentuckian who first settled here was a trapper and a coon hunter, whose reputation extended throughout the region. He raised a little patch of corn and tobacco before another white man ventured near him, and as the settle-

away to revene and accord and derives some of the sweet by or revene in covered with the parting person of the revened the reveneurs. I have been the present of the reveneurs. I have been the preveneurs. I have been the preveneurs. I have been the prevenuers. I have been the prevenuers of the state of the prevenuers of the state of the prevenuers of the state of the prevenuers. I have been the prevenuers of the state of of the stat



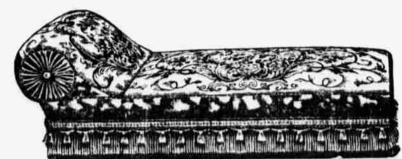




\$15 Hall Stand for \$6.50. Solid oak, bevel French glass. Others from \$5.



\$2 Lady's Rocker for 75c., with workbox which folds under seat; high carved back; solid



\$8.50-regular price \$15-for this elegant Couch; rich upholstery covered with best imported Wilton rugs, silk plush trimmings and worsted fringe. First class in every respect.



\$6-regular price \$12-for this elegant Divan; cherry frames, best upholstery, in plush



Folding Chair Worth \$1.25.

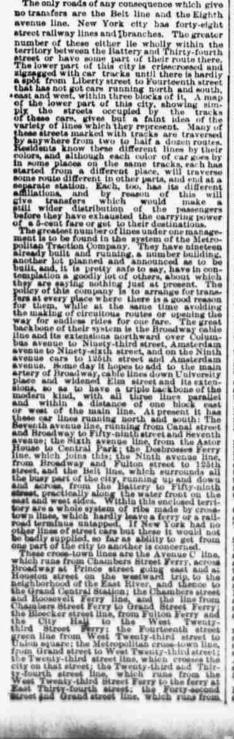
OPEN SATURDAYS TILL 9 P. M.

BROOKLYN FURNITURE COMPANY

Fulton St., Brooklyn, N. Y.

From the Morning Oregonian.

Miss Josephine Jarvis, 14 years old, of Valley Isokane county, in three hours Wednesday



its service in the popular manner.

WHERE TRANSPERS ARE MADE. Traction Company are at Fifty-ninth street, where passengers change to and from the Sixth and Seventh avenue lines and the Columbus and Amsterdam avenue and Ninth avenue lines. The cross-town transfers are used principally by travellers, coming into, going out of town, or simply crossing the city, except in the early morning and at night. Then the cars are passengers are used principally by travellers, coming into, going out of town, or simply crossing the city, except in the early morning and at night. Then the cars are passenger at the common town town for ride both across town and up or down town for ride both across town and up or down town for he had a common town for the seek by the city of the stops which cluster around Prince, Houston, and Hleecker streets, west of Broadway. Four hundred thousand persons aday ride on these roads and can take advantage of the transfers.

Next, undoubtedly, in importance is the Third avenue transfer system. There are only four places where transfers are made in their whole system; but more persons take advantage of them at these points than is done on any other line. These transfers are at Canal street and the Borand street ferry and Cortlandt street ferry line; at Grand street ferry and Cortlandt street ferry. It is a street with the Desbrosses at the form firms the Grand street care, running from firms the grand street and the Borand street ferry; at 125th street with the Desbrosses at the form firms and street form, at 125th street with the Desbrosses at 125th street form, at 125th street with the Desbrosses at 125th street form first avenue for the ferry, Riverside Park and Grant's tomb.

Unless one were to take advantage of the chance to ride on the city of a single street and the conditions of the first phene and the first added to. Something of the reason for this will be found in this story further along, when it treats in detail of transfers and their results. Even the staid Fourth avenue line has added to The only roads of any consequence which give no transfers are the Beit line and the Eighth avenue line. New York city has forty-eight street railway lines and Ibranches. The greater

BATH, Pa., Aug. 22.—Since the Goodyear brothers of Buffalo began to develop the un-known wilds of Potter county. Pa., by buying nearly all the vast bemlock forests in the county and building railroads through them, great and and building railroads through thom, great and surprising discoveries have been made there. On Kettle Creek, near 0le Bull's old wilderness settlement, rich deposits of semi-bituminous coal have been found. Near Hull's, silver ore that assays \$100 to the ton is now being taken out. Iron has been uncovered at Cherry Springs and Galaton, the ore being almost pure. The latest discovery is reported from hweden Valley, where a strange disposit of ore, specimens of which were sent to Philadelphia has been promounded by the experts who examined is as an excellent quality of tin.